

The China Mail.

Established February, 1845.

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AGENTS FOR THE CHINA MAIL.

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BANKS.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked "On Hongkong Savings' Bank" is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the

HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager,
Hongkong, September 1, 1883. 764

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL..... \$7,500,000
RESERVE FUND..... \$3,000,000
KINSEIVE LIABILITY OF PROPRIETORS..... \$7,500,000

COUNCIL OF DIRECTORS
Chairman:—Hon. JOHN BELL IRVING.
Deputy Chairman:—W. H. FOHRS, Esq.
G. D. BOTTOMLEY, Hon. A. P. McGOWEN,
W. G. BRODIE, Esq., S. C. MICHAELSEN,
H. L. DALMAYPLE, J. S. MORSE, J. E. A. SOLOMON, Esq.
H. HOPFNER, Esq., L. POESCHKEK, Esq., B. LATTON, Esq.

CHIEF MANAGER,
Hongkong, THOMAS JACKSON, Esq.
MANAGER,
Shanghai, EWEN CAMMEN, Esq.
LONDON BANKER:—London and County Bank.

HONGKONG.
INTERNET ALLOWED.
ON Current Deposit: Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Deposits granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager,
Hongkong, January 25, 1883. 363

Intimations.

J. D. KILEY, SAIL-MAKER.

TENTS, AWNINGS AND
FLAGS.
No. 23, Praya Central,
HONGKONG.
Hongkong, November 1, 1887. 2155

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS, if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,

Secretary.

Hongkong, August 26, 1888. 1458

Intimations.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

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The Transfer BOOKS of the Company will be CLOSED from the 23rd February until 10th March, both days inclusive.

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CEYLON:—W. M. SMITH & Co., THE APOTHICARIE CO., Colombo.

HONGKONG:—LANE, CRAWFORD & Co., Agents.

Hongkong, February 18, 1888. 232

THE LUZON SUGAR REFINING COMPANY, LIMITED.

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There will be a moonlight parade and march out of the Left Division of the Hongkong Volunteers on Friday evening next, which all members of the Corps are invited to attend. The first monthly competition for all Divisions will be held on Sunday afternoon, the 4th March. This time has been selected as affording the only opportunity which will enable every man to be present who wishes to do so.

Le Courier d'Haiphong says that M. Schaefflin, a Frenchman who served for a number of years in the Chinese army, in which he had the title of General, and who abandoned this military situation on the outbreak of the war between France and China, has just obtained a concession of 16,000 hectares of carboniferous land situated in the neighbourhood of Dong-trieu. *Le Courier* hopes that Dong-trieu will soon become the centre of an important exportation which will contribute to its pacification in giving work to the plunderers of the country.

The Manila *Comercio* says:—The engineer in charge of the Manila-Dagupan railway, Señor Bortodago, has received a telegram from London, ordering him to commence immediately the appropriation of the ground over which the line will pass. It is mentioned in the same telegram that the necessary materials for the commencement of the work will soon be shipped to Manila, the sum of £500,000 or \$275,000, having been subscribed in London by share. The remainder of the capital will be called when necessary, by means of bonds.

In the Police Court today, James Matthews, a seaman from Ireland, was charged by the Superintendent of the Sailor's Home with being drunk and disorderly in the Home yesterday. He was fined \$2. A Chinaman was fined \$10 for being in possession of a diseased pig. Benjamin Mody was convicted of being a rogue and vagabond and begging on the Praya yesterday. Constable Gridley said he saw the man in an intoxicated state begging from different shops there. Accused said he was asking work as a watchman, but his Workship would not accept this plea, and fined him \$1, with the alternative of 14 days' hard labour.

About four o'clock this morning, Gunders Singh, assistant Sergeant Interpreter at West Point, shot himself in his bed-room with a Martini-Henri rifle. The ball entered his stomach and went through his back. It then passed through the floor of the chamber above, where Inspector Swanston and his family were asleep, broke through a chest of drawers, and finally landed in the ceiling. The Inspector was struck with a splinter from the chest of drawers, but fortunately the ball did not hit any of his family. The Inspector crushed to the spot to ascertain the cause of the shot and had the Indian, who was still living, sent to the Civil Hospital. The wounded man, however, died on the way. No cause can be assigned for the suicide. The two Indians, who slept in the same compartment, say that they noticed nothing particularly wrong with Singh when he went to bed last night. The taking away of his life seems, however, to have been deliberately planned, for he had his accounts all carefully made up to last night. The deceased was a very intelligent man, and spoke English remarkably well, and if anything seemed over-ardent in his studies, Inspector Swanston, we believe, noticed him some time ago looking rather morose, and counselled him against studying too hard, but never thought there was anything seriously wrong with his mind. An inquest was held this afternoon on the body.

The following officers proceeded to England in the *Tanzer* on the 27th inst.:

From H. M. S. *Swift*, Commander A. C. B. Bromley, Lieuts. A. Loane and E. Lowdon, Surgeon Bowie, and Gunner James Allin.

From H. M. S. *Wanderer*, Lieuts. P. Dugdale, F. Laincolst, F. Eglos, and F. Hyde, Paymaster Reg. O. Bray, and Staff Engineer Leighton.

From H. M. S. *Firebrand*, Lieut. Plenderleath, Assist. Paymaster Mortimore, Surgeon A. Peyton, Engineer Elijah Thomas, and Gunner R. Brooking.

From H. M. S. *Audacious*, Commander Leah.

From H. M. S. *Cordelia*, Fleet Surgeon Kellen.

From H. M. S. *Constance*, Lieut. Montgomery Rind.

From H. M. S. *Sapphire*, Lieut. Hogg, Midshipmen Smith, Kirke, Leake and Head.

From *Victor Emmanuel* and Naval Hospital Esq.; Staff Engineer McEwen, Gunner Wm. D. Parkin, Staff Surgeon Preston, Mr. Condy, Carpenter, Gunner R. Gardner, and Lieutenant Boteler.

There will be a Foothall Match to-morrow between the Club and the 58th Regiment (native), under Association rules. Play will commence at 4.30 and there will be a tent on the ground as usual for the ladies.

The following are the teams:—Club (Colours), F. O. Vignoles, R. A. (Captain), H. S. Woodcock, R. A., J. P. Brewin, R. E. J. E. Edmonds, R. E., E. W. Mainland, F. Mainland, C. W. Dickson, A. E. Maclean, H. E. Hall, D. H. Mackintosh, W. H. Wallace.

58th Regiment (Whites), G. E. Biggitham, C. P. Pedler, F. H. Johnston, H. de C. Hunterman, Private Hayford, Private Gibbs, Private Howell, Private Hunter, Private Nase, Private Aldridge, Sergeant Charrington.

THE Medical Commission, having finished their labours in the way of hearing evidence, met this afternoon to consider their report. All the members were present. The Secretary to the Commission, Mr. G. Wino, intimated that the drainage plans etc. with which Mr. Cooper had been asked to furnish the Commission had been sent in, and that the notes of the evidence taken by Mr. G. C. Cox, Reporter to the Commission, were ready for being put into the hands of the printer. It was agreed that proof sheets of the evidence should be furnished to each member of the Commission, and that each witness should be furnished with a proof of his evidence as soon as convenient. The Chairman (Dr. Mortimer) said he thought it would be well that, before the Commission proceeded to consider their report, the representatives of the press should be asked to withdraw. Dr. Cantlie said the Commission were now in the position of a jury considering their verdict, which would be made public afterwards, the proper course appeared to him to be that they should discuss the evidence in private. Dr. Young said they were considering a subject about which there could not be too much publicity, but he had no objection to the report being considered in private. Dr. Cantlie's view being shared by the other members of the Commission, the reporters were asked to withdraw.

Emerson of Central Asia.—The St. Petersburg correspondent of the *Daily Chronicle* telegraphs:—“The rumour that the Czar is to be crowned Emperor of Central Asia, which was circulated last year and authoritatively denied, now receives strong confirmation from the fact that a summer palace is in course of erection at Merv for the reception of His Imperial Majesty. It will be remarkable that quite recently the announcement was made that the Czar would proceed to the Caucasus in the course of the present year. I am informed on excellent authority that Central Asia is his real destination.”

ITALY AND ABBYSSINIA.—Whatever may be the result of the war between Italy and Abyssinia—it can hardly be doubted that Italy will, with perhaps some difficulty, be entirely victorious—it is fortunate for the former that she has in the person of General San Marzano a brave and indefatigable Commander-in-Chief of her forces.

General San Marzano is a man of a different stamp. He was educated at the Military Academy at Turin, served in a cavalry regiment, passed into the *Etat Major*, and went through the campaign of 1860 with the grade of colonel in G. M. B. X's division. He has represented C. U. C. in the Nizza Monferrato in the Chamber of Deputies.

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THE Peking mind contains some queer notions about foreigners. Here is one which is very generally given here as an explanation of our last war with China: During the financial embarrassment caused by the Taiping rebellion, Hsien Fong issued government notes in payment of official salaries and other national liabilities. The market was eventually glutted with the unsaleable paper. Some natives hit upon a happy idea of relieving the congestion. The notes were bought up, taken South and there made over in the usual course of business to the unscrupulous foreigner. The latter, finding themselves duped, made war to repossess the loss caused by the innocent paper, and the indemnity was the satisfaction they ultimately received! If copies of the Treaties had remained as wide publicity as religious publications have, the national mind need not have been groping in such darkness for the last quarter of a century.—*China Times*.

THE LOSS OF THE STEAMER *SWATOW*.

NAVAL COURT OF INQUIRY.

A Naval Court, composed of Mr. R. W. Mansfield, H. B. M.'s Acting Counsel, (President), Mr. F. D. Goddard, master British steamer *Namzing*, and Mr. John McKechnie, master steamer *Namzing*, assembled at H. B. M.'s Consulate, Swatow, on the 25th February, to investigate the circumstances attending the loss of the China Navigation Company's steamer *Swatow*, Capt. Warren, on the 22nd February on Half Tide Reef, near Namao Island. Mr. W. H. Wilkinson acted as Clerk of the Court.

After hearing the evidence, the Court returned the following:

FINDING:—

Finding by order of a Naval Court held at H. B. M. Consulate, Swatow, on the 25th day of February, 1888, to investigate the circumstances attending the loss of the British steamer *Swatow*, of the port of London, official number 68,493, when on a voyage from Swatow to Shanghai, and the cause of such loss, and to enquire into the conduct of the master, certified officers and crews of the said vessel.

The British steamer *Swatow* left the port of Swatow at 5 p.m. on the 22nd February, 1888. She passed Bill Island at 8.10 p.m. and steered a course of the Three Chimney Bluff passage E.N.E. magnetic. Plat Island was passed at 7.55 p.m. at a distance estimated by the master at 13 miles, and at 8.30 p.m. the ship struck on Half Tide Reef lying off the south-east end of Namao Island, becoming a total wreck. The weather at the time was moonlight but overcast, wind being moderate from the N.E. and the ship steaming about 8 and 9 knots an hour. After striking, the vessel commenced to fill rapidly, taking a strong list to starboard, which rendered the two port boats useless. The starboard boat, it appears, were both got out safely, the quarter boat reaching Namao Island with the captain and fifteen Chinese at about 10 p.m. The starboard life boat has not so far been heard of but the body of the chief engineer, who is believed to have gone to sea, has been since brought in from near the Cape of Good Hope. The remainder of the survivors, including the chief mate and second engineer, took refuge in the main rigging, the deck of the vessel being under water within a quarter of an hour of the time of striking. Those who were on the rigging were, with the exception of three Chinese, who, owing to exhaustion by exposure were unable to get to the boat brought to their rescue by the captain in the following morning, saved and brought in to Swatow.

The total loss in dead and missing is 31, including the chief engineer, Alexander Bruce, and the second mate, E. (J.) Free.

The Court having regard to the circumstances above stated, does as follows:—

1st.—That the master was justified in using the Three Chimney Bluff passage, but having only used this passage upon one occasion by night, he omitted a necessary

precaution (by his own confession) in that he did not verify his position by taking cross bearings of Domo Island and Three Chimney Bluff, both of which were visible after passing Plat Island.

2nd.—That the officer on watch (the second mate, E. (J.) Free, man being among the missing, it is impossible to ascertain whether any blame attaches to him; that after the vessel struck, there was so short an interval before she sank that little more could have been done than was done to save life. The officer, however, to have been a want of discipline among the Chinese crew, who crowded into the boat immediately. No papers, charts, log-book, or effects were saved from the ship.

That the chief mate, John Thomson, appears to have used his utmost efforts to save the lives of the passengers and crew, and his conduct is deserving of praise.

The Court therefore, in consideration of the above circumstances, does hereby suspend the certificate of John Warren, master of the late steamer *Swatow*, for a period of six calendar months from the date of this finding, and the Court recommends that a certificate as first mate be issued to the said John Warren, for that period.

The expenses of this Court fixed at £5.74.0d. are approved.

Dated at Swatow, this 25th day of February, 1888.

(Signed) R. W. MANSFIELD

Acting Counsel, President of Naval Court.

(Signed) F. D. GODDARD

Master, Brit. str. *Namzing*

(Signed) J. McKECHNIE

Master, Brit. str. *Namzing*

Correspondence.

HONGKONG AND WHAMPOA DOCK COMPANY.

To the Editor of the 'CHINA MAIL.'

Hongkong, Feb. 29, 1888.

SIR.—I am surprised it did not occur to the Chairman at the meeting to call the attention of the shareholders to the simple fact that the bulk of the metals in stock could not at the present time be replaced for less than 15 per cent dearer. Buying to

the large extent that has been done by the Manager at the past low rates has put at least \$5,000 into the pocket of the Company, independently of the profit on freight, which is now 10% ton dearer than last year.

Yours, &c.,

David Scott, the defendant; said—I am a master mariner of nine years' standing.

Plaintiff (continuing)—Defendant was continually begging me to get command of a vessel. I told him I would do so if he could get an offer for the ship. I was willing to sell her. I eventually purchased Mr. Scott's half share for \$3760 at the end of September. She had not been sold since then, don't think the offer had been concluded in that time.

Mr. Wotton.—Now do you remember writing this letter?

Canton, Sept. 22, 1887.

Capt. Scott, s.s. *Mary Austin*.

Dear Captain Scott.—Your telegram sub-

mitting offer of \$12,000 for the steamship *Mary Austin* only reached me on Tuesday from a breakdown of the telegraph wire at Hongkong by reason of typhoon. I immediately replied accepting the offer, and I have to ask you to confirm it by wire, which I now await.

Plaintiff—I wrote that letter, certainly.

Mr. Wotton.—So that at the time you actually purchased Mr. MacGregor Smith's or Mr. Kwick's interest in this steamer for \$3,760, you knew that this sale was being effected.

Plaintiff.—As a matter of fact I did not purchase it myself; Mr. Ewens purchased it for me.

Mr. Wotton.—Yes, and so at the time you purchased Mr. Smith's shares for \$3,760 you knew the vessel had been sold for \$12,000.

Plaintiff—I beg your pardon, I did not know. There is many a slip between the cup and the lip.

Mr. Wotton.—But there was no slip between the cup and the lip.

Plaintiff.—The sale was eventually carried out.

Mr. Wotton.—Does Mr. MacGregor Smith know yet that you sold that vessel for \$12,000?

Plaintiff—I should think he does.

Mr. Wotton.—Why do you think he does?

Plaintiff—I have no doubt he does, because he wrote and asked Capt. Scott about it.

Mr. Wotton.—Have you ever candidly and openly told Mr. MacGregor Smith that at the time you purchased his shares you knew that the sale of the vessel for \$12,000 was about to be carried out?

Plaintiff—I don't know where he is. He may be at the Penang Goldfields for all I know.

Mr. Wotton.—Have you ever seen him since?

Plaintiff.—No.

Mr. Wotton.—Are you going to tell him?

Plaintiff.—Yes, certainly. I shall submit the accounts to him as soon as Captain Scott hands them to me.

Mr. Wotton.—You were managing owner and you know that a sale of the vessel for \$12,000 was being carried out, and you bought his half share for \$3,760. As managing owner should you not have told him what you knew? You got the information from managing owner, and having that information in your pocket you go and purchase this half share.

Plaintiff (excited)—I beg your pardon, sir, you have no right to make such inference.

Mr. Wotton.—I told Mr. MacGregor Smith that I was going to sell it at a much higher price and my own claims. Mr. Pitman said it would allow me my passage money back to Hongkong in the event of a sale being effected.

Mr. Wotton.—On, I have not the slightest doubt of it, except that you are trying to stop my client's commission.

Plaintiff's cross-examination continued—

I dismissed my agents at Singapore sometime before this sale was effected, but their resignation crossed my letter of dismissal. I of course should not have had to pay an agent's commission for the sale of the ship.

I don't know whether Captain Scott found the purchasers. They first offered \$3,000

and then withdrew and offered \$1,000, afterwards coming up to \$12,000.

It is not a fact that the vessel was heavily indebted in Singapore before Capt. Scott came into it.

Mr. Pitman said it would allow me my passage money back to Hongkong.

Mr. Wotton.—On the 7th October and stated that he expected to be allowed 3 per cent. commission and his passage money to Hongkong, which he said I had promised.

Mr. Pitman said he was not then in the ship.

He was then out of the ship and he said he had not been paid.

He was then out of the ship and he said he had not been paid.

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Mails.



Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SINGAPORE, PENANG, GOLGOA,
ADEN, SUEZ, PORT SAID,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID.

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MADRAS, AND PORTS
OF BRAZIL, AND LA PLATA.

ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargos can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF PORTS, MARSEILLE,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
BENGAL, Captain W. B. ANDREWS, with
Her Majesty's Mails, will be despatched
from this PORT, LONDON, via BOMBAY
and SUEZ CANAL, on THURSDAY, the
1st March, at Daylight.

Cargo will be received on board until
4 p.m. on the day previous to sailing.

Parcels for Europe will be despatched
from this PORT, LONDON, via BOMBAY
and SUEZ CANAL, on THURSDAY, the
1st March, at Daylight.

Specie and Parcels will be registered for
London as well as for Marseilles, and
accepted in transit through Marseilles for
the principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until
4 p.m. Specie and Parcels until 3 p.m. on
the 6th March, 1888. (Parcels are not to
be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. D. CHAMPEAUX,
Agent.

Hongkong, February 23, 1888.

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CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE

VIA

THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship PARTHIA,
3,167 Tons Register, WALLACE, Com-
mander, will be despatched for
NAGASAKI, KOBE, and YOKO-
HAMA, on THURSDAY, the 15th March,
at 3 p.m.

To be followed by S.S. ABYSSINIA,
in April.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with Pacific Coast
Steamers by the regular Steamers of the
PACIFIC COAST STEAMSHIP COMPANY and
other Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Passes granted as follows:—
To Vancouver ... Mexican \$160.00
To Victoria and San Francisco 175.00
To all common points in Can- 200.00
ada and the United States 300.00
To Liverpool ... 300.00
To London ... 325.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Consular Invoices to accompany Cargo
destined to points in the United States,
and to be sent to the Company's Office,
addressed to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.

Freight will be received on board until
4 p.m. on the 13th March.

All Parcels must be sent to our Office
and should be marked to address in full
and the same will be received by us until
5 p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to

ADAMSON, BELL & CO.,
Agents.

Hongkong, February 27, 1888.

318

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office;

Hongkong, February 18, 1888.

261

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
BIO DE JANZEIRO will be despatched
from San Francisco via Yokohama, on
SATURDAY, the 3rd March, at 3 p.m.,
taking Passengers and Freight for Japan
and the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports; to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Passes granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return, 350.00
available for 6 months 350.00
To Liverpool ... 330.00
To London ... 330.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage and
Freight, apply to the Agency of the
Company, No. 504, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, February 11, 1888.

223

Occidental & Oriental Steam-
ship Company.

AND PASSENGERS

TO THE UNITED

AMERICAN AND

EUROPE,

AND MAIL PORTS;

CONNECTING

AT SAN FRANCISCO, via
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